MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS
HELD IN WASHINGTON, MAY 28, 1934.

The twelfth meeting of the Commission of Fine Arts during the fiscal year 1934 was held in its office in the Navy Department Building on Monday, May 28, 1934. The following members were present:

Mr. Moore, Chairman,
Mr. Swartwout,
Mr. Clarke,
Mr. Howells,
Mr. Lawrie,
Mr. Savage,
Mr. Coolidge,
also Mr. H. P. Caemmerer,

Executive Secretary and Administrative Officer.

The meeting was called to order at 9:30 a. m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting of the Commission of Fine Arts held April 23, 1934, were approved with a correction in the last paragraph of page 3, to show the name, John, instead of Rifka Angel. The Minutes of the Meeting, held May 7, 1934, were approved.

2. STATUE OF FATHER GIBAULT: Mr. Albin H. Polasek, sculptor, of Chicago, personally submitted his scale model (three inches to the foot) of Father Gibault to be placed in front of the old Cathedral in Vincennes, Indiana. There are to be two figures--one of Gibault and the other of Vigo. Mr. Polasek said he had considered this statue with the church in mind as a background, the church being neither heavy or light in architecture. Mr. Swartwout said he had seen the church and that it is a pretty ordinary looking thing. The Commission looked at pictures of the location.

Mr. Lawrie thought the treatment of the statue rather solid and therefore adaptable to granite. Mr. Polasek informed the Commission that the Vigo is to be in granite but he thought this statue should be in bronze because the

church behind it is gray. Mr. Lawrie said that granite is a real material and that one gets more out of it; hence, the sculptor should choose it if he could. Mr. Polasek told the Commission that Mr. Parsons had said he would like to have the Gibault in bronze as the Vigo is to be in granite. Mr. Lawrie added that bronze becomes black whereas granite does not change color. The model was considered so adaptable to granite that it was decided the statue should be in granite; Mr. Polasek was agreeable to this change.

The statue will be eight feet high, this height having been determined by trial. Mr. Polasek said that Mr. Burns, architect, insisted on having the pedestal the same height as the top level of the steps of the church. Mr. Swartwout said he wanted to make the suggestion that the pedestal be sloped a very little from the top and that the mold be made more curving; both of these modifications would give a feeling of greater height. The Commission cautioned Mr. Polasek against too high a polish on the pedestal and Mr. Polasek said he will avoid this.

In regard to the statue itself, Mr. Lawrie asked if Gibault has to have such a religious attitude. Mr. Polasek replied that Gibault was a man of emotion and he wished to make him showing religious emotion. Mr. Lawrie said the Clark figure is very quiet and he felt this man could have a little more fervor, more like revivalism, that he could be a little more dramatic in his emotion. Mr. Moore thoroughly agreed with Mr. Lawrie in this criticism. Mr. Moore said he felt the cross is a little prominent because Gibault was a man like Asbury. However, the Commission believed it to be a very fine statue and finally decided that only the fist holding the cross should be made more determined. In general the Commission approved the model. (Exhibit A)

Mr. Lawrie said there ought to be more of an inscription because Gibault was not only a priest but also a patriot. Mr. Howells added that the tourist is entitled to a little information. Mr. Polasek said he would make an inscription on the back but that for the front the single name is simple and dignified.

3. TEXAS INDEPENDENCE COIN: Mr. Moore brought to the attention of the Commission sketch models submitted by Mr. Pompeo Coppini for the Texas Independence Centennial half-dollar. Mr. Moore said Mr. Coppini left these here a few days ago when he called in company with Congressman W. D. MacFarlane. Mr. MacFarlane said the State Centennial Committee had approved the designs and they desired the advice of the Commission of Fine Arts in the matter. He also said that they had brought them to the attention of the Assistant Director of the Mint and that the sketches were regarded satisfactory by that office.

The models showed on the obverse an eagle superimposed on a large star, the star signifying the "Lone Star State". On the reverse there was a figure of Liberty and in the background there were six flags and the heads of Houston and Austin, who figured in Texas history. Also there was an indication of the Alamo. The six flags represented the six Governments under which Texas existed, namely, Spain, France, Mexico, Independent, Confederate, and the United States. The celebration is to take place in 1936. The Act of Congress which was approved June 15, 1933, provides for coining one and one-half million 50-cent pieces. Mr. MacFarlane said it is proposed to sell these at one dollar each and use the surplus for a memorial building.

The models were brought to the particular attention of Mr. Lawrie, who gave the models very careful attention and submitted a statement as follows:

> Obverse: Suggest that the lettering be in relief instead of being incised; that the eagle be designed to have dignity and spirit and that the laurel branch have fewer and larger leaves.
>
> Reverse: By far too complicated. Suggest that all the lettering except "Remember the Alamo" on the riband be in relief; that the star be omitted and the elements be limited to a representation of the Alamo building and the overlapping profiles of the two portraits with surrounding circle of lettering of "Texas Independence Centennial, etc."

The Commission concurred in the criticisms of Mr. Lawrie and informed Mr. Coppini accordingly as also Representative MacFarlane. (Exhibits B, B-1, and B-2)

4. ELECTRIFICATION OF THE PENNSYLVANIA RAILROAD, DISTRICT OF COLUMBIA: Under date of May 21, 1934, the following letter was received from Major Gotwals, Engineer Commissioner of the District of Columbia, concerning the electrification of the Pennsylvania Railroad line in the District of Columbia:

May 21, 1934.

Hon. Charles Moore,
Chairman, Fine Arts Commission,
Navy Department Building,
Washington, D. C.

My dear Mr. Moore:

> Mr. Caemmerer called this morning inquiring as to the status of the Pennsylvania Railroad's plans for electrification within the District of Columbia.
>
> These plans have been under consideration by the Commissioners for some time. With the collaboration of the National Capital Park and Planning Commission, a permit has been issued for the

electrification of the Magruder Branch; that is, the branch serving Union Station. These plans provide for the overhead, and as they conform substantially with our Zoning Regulations and our Electrical Regulations governing underground, they were approved. On the other hand, the plans projected for an overhead transmission line from the Anacostia River through Southeast and Southwest Washington to the Pennsylvania Railroad Bridge and thence to the Potomac Yards are not yet approved. The plans for this overhead construction conflict with the long established District of Columbia regulation for underground in the area traversed, and the Commissioners are at this time disinclined to authorize such overhead construction.

Very sincerely yours,
(Signed) John C. Gotwals,
Major, Corps of Engineers, U. S. A.,
Engineer Commissioner.

The Secretary stated that he had been informed by Mr. Nolen, Director of Planning of the National Capital Park and Planning Commission, that the electrification plans contemplate very high poles and towers and that these should be kept in control, especially as to height in the southeast and southwest sections of the city. The Commission recognized the importance of the project. Mr. Coolidge spoke of the New York, New Haven and Hartford Railroad which has overhead wires but uses the third rail in going over the New York Central lines in New York City.

It was recognized as being an added expense for the Pennsylvania Railroad Company to equip its engines to meet this situation but since Washington is the National Capital the Commission felt it only proper to protect it from unsightly poles and dangerous transmission lines. The Commission, therefore, concurred in the suggestion as set forth by Major Gotwals. (Exhibit C)

5. DESIGN FOR FILLING STATION AT CONSTITUTION AND LOUISIANA AVENUES: Mr. Arthur B. Heaton, architect, in company with Mr. W. K. Plumb, assistant to the president of the American Oil Company and Mr. T. J. O'Connell, chief

engineer, submitted a design for a filling station to be erected adjacant to Louisiana Avenue and Constitution Avenue at Second Street, N. W. The building was designed in the colonial type of architecture. It will be a low building, 35 feet high and about 139 feet long (a 35-foot central portion with wings 52 feet long on each side) and 24 feet wide. Mr. Coolidge had suggested that the architect submit a new design for the tower showing it in perspective. Mr. Heaton prepared the perspective and while the Commission at first thought the tower should be removed it was finally decided to retain it. The pumps will have special casings. There will be a wall along Louisiana Avenue and planting will be provided so as to make the filling station as inconspicuous as possible.

The Commission regretted that another filling station so near the Capitol was to be erected but as under the Zoning Regulations the owners are in their rights to erect a filling station at this location the Commission of Fine Arts would have no authority to prohibit its erection. A report approving the design was sent to Mr. Heaton. (Exhibit D)

6. PUBLIC HEALTH SERVICE BUILDING, LANDSCAPE PLAN: Mr. Clarke said he had been informed that the Supervising Architect's Office had changed the landscape plans for the grounds of the Public Health Service Building and he felt the Commission of Fine Arts should look into the matter. Accordingly it was arranged that Mr. Louis Simon, Supervising Architect, should attend the meeting. Mr. Simon presented two plans, A and B, made by Mr. deSibour, architect, of the building. The Commission of Fine Arts advised that Mr. deSibour should have consulted the landscape architects, Messrs. Wheelright and Stevenson, of Philadelphia, as to these plans. Mr. Simon stated that they

were not complete plans. The Commission requested that Mr. Simon confer with the landscape architects as to the plans which the Commission of Fine Arts had approved and he said he would do this. Also Mr. Clarke said he would write to the landscape architects about the matter. (Exhibit E)

7. PLAN FOR THE SOUTH END OF CONNECTICUT AVENUE BRIDGE: Under date of May 12, 1934, Mr. Nolen of the National Capital Park and Planning Commission submitted the following memorandum with a design for widening Connecticut Avenue at the south end of the William H. Taft Bridge so that the Avenue at this point would be 60 feet wide between curbs; the central panel would be taken out:

May 12, 1934.

MEMORANDUM TO Mr. H. P. Caemmerer,
Secretary, Commission of Fine Arts,

In response to your request, I am transmitting herewith a blueprint showing suggested changes in central parking and curb at the southerly end of the Connecticut Avenue bridge. This plan was approved by the Coordinating Committee on March 10, 1931 and on May 10, 1931 by the Park Committee. So far as I can ascertain the plan has not been before the Planning Commission for action but I have put it on the program for our meeting next week.

You will note that the plan proposes the elimination of center parking and substitutes a single roadway of 60 foot width. The additional parking added on either side is approximately equal to that removed from the center.

(Signed) John Nolen, Jr.,
Director of Planning.

Connecticut Avenue curves at that point and it is considered a dangerous arrangement so that to improve the traffic situation the new plan was decided upon. The plan was brought to the particular attention of Mr. Clarke, who approved it with a slight change in the curb line, which he indicated on the plan. The Commission expressed a desire to see the plan carried out. Two

elm trees on the panel should be saved by transplanting them to another location. A report was sent to the National Capital Park and Planning Commission. (Exhibit F)

8. RELOCATION OF STATUE OF JOSEPH HENRY: Under date of May 2, 1934, the following letter was received from Dr. C. G. Abbot, Secretary of the Smithsonian Institution regarding the relocation of the statue of Prof. Joseph Henry, first Secretary of the Institution:

Dear Mr. Moore:

In routing one of the proposed new roadways through the Mall it will be necessary to change the location of the Statue of Secretary Joseph Henry, which is now in the triangle northwest of the Smithsonian Building, to another site. I would suggest that the statue be relocated immediately north of the main entrance to the Smithsonian Building halfway between the present roadway and the proposed new roadway on the north, with the statue facing north, and I write to ask the approval of the Fine Arts Commission for this change.

Very truly yours,
(Signed) C. G. Abbot,
Secretary.

Mr. Charles Moore,
Chairman, The Commission of Fine Arts,
Washington, D. C.

The Commission inspected the site and concurred in the location proposed. However, Mr. Lawrie said the statue should face south so as to give it proper lighting and the Commission concurred in this. (Exhibit G)

9. PLAN FOR UNION SQUARE DEVELOPMENT: The Commission considered further Mr. Olmsted's plan for development of Union Square. In the consideration of the subject the Commission inspected the model of the Future Washington, made in 1901, which the Secretary had had placed on exhibition in Room 3063 for the benefit of the Commission. The members of the Commission were much

pleased to see this model. It reaffirmed their opinion that the plan for Union Square should follow in its essential features the plan for Union Square made by Mr. McKim in 1901, as indicated in the model. A report was sent to Mr. Olmsted accordingly. (Exhibit H)

10. EXECUTIVE OFFICE OF THE PRESIDENT: The Commission considered further the plan for enlarging the executive office of the President. Lieut. Locke was present and stated that during the past few days efforts had been made to have sketches for enlarging the Executive Office by extending the building eastward approved at the White House but that the President had decided that the building should be extended 36 feet south and that an office floor should be provided by raising the roof. Mr. Gugler, who was present, confirmed this and expressed regret at the decision. Likewise the Commission were very sorry to hear of this decision but felt they could do nothing further in the matter other than to cooperate with the President in having the design for the enlargement made so as to appear as fine as possible. To bring this about the Commission again urged that Mr. Gugler's services be retained as consulting architect. A letter on the subject was sent to the President. (Exhibit I; also I-1)

11. MALL LIGHTING: Mr. C. Marshall Finnan, Superintendent of the D. C. Parks, in company with representatives of the General Electric Company presented designs for lamp posts on the Mall. He said the intensity of the light will not be so great as to make it visible at a distance and the arrangement of the posts will be such that one will not see a line of lights up and down the Mall. Mr. Clarke made the criticism that the lights were not equidistant and should be made so, so that the street corners would not be emphasized. Mr. Coolidge said he also believed they should be evenly spaced. Mr. Swartwout expressed the opinion that if this is to be a per-

manent thing it should be done as in Europe, that is, in a monumental manner, at least for the main avenue of the Mall. Mr. Moore said he was in hopes they could get a type of post that could be used for all Government work that is different from the District light post. Mr. Finnan said if they could agree on a few general principles, the type of light post can remain for later decision. The Commission concluded that the lights should be evenly spaced and not be on a line with the trunks of the trees but be placed out a few feet. It was understood the company would erect a few lamp posts on the Mall for inspection by the Commission. A report was sent to the Director of the National Park Service. (Exhibit J)

12. MURAL PAINTING FOR HOSPITALS: The Secretary presented the following letter received from Miss Hildreth Meiere of New York City, Vice President of the Mural Painters Society, also correspondence from Mrs. Romaine with an estimate for mural paintings proposed at St. Elizabeth's Hospital. (Exhibit K)

May 15, 1934.

The Commission of Fine Arts,
Navy Department Building,
Washington, D. C. Mr. H. P. Caemmerer.

Dear Sir:

At the annual meeting in April 1933, of the Mural Painters the project of painting in hospitals was approved; the entire field of color being the objective with murals. The following committee was formed: Miss Meiere, Vice President; Chairman, Putnam Brinley; Barry Faulkner and Arthur Covey.

With their approval Mrs. Dorothy Hunt Romaine went to Washington on January 3, 1934, and as a result two letters were sent by Mr. Bruce - one to Dr. White, and one to the Commission of Fine Arts - endorsing the plan, and asking for work in St. Elizabeth's Hospital.

Letters from Dr. White to Mrs. Romaine show his approval of the entire plan to open the field of color in hospitals and psychiatric

institutions to artists in various fields. Dr. White sent the blue prints of the new women's hospital to the mural painters.

On January 19, 1934, Mr. Peixotto discussed the work with Mr. Bruce.

At Dr. White's invitation Mr. Brinley went to Washington on February 4, 1934, to ask for the murals to be done in conjunction with color work of St. Elizabeth's Hospital.

Mr. Forbes Watson made a record of the plan and promised a reply which, he assured Mrs. Romaine, "he saw no reason to doubt would be favorable". No further word was received.

The work was to be "broadcast" through articles written by psychiatrists in the Psychiatric Journal and Modern Hospital. These two journals reach the heads of all hospitals and psychiatric institutions of importance everywhere.

We re-open the matter to send the names of well-known painters who wish this work for they realize its future significance to artists in opening a new field. These artists, the under signed, enclose the budget.

Very truly,
(Signed) Hildreth Meiere,
Vice President, Mural Painters Society,
and others.

Mr. Savage said the project has now taken another phase in that the group now wishes to establish artists' workshops. Mr. Savage presented the following statement regarding this matter.

May 22, 1934.

Brief statement of plan for Artists' Workshops of National Scope

(1) The primary object of putting the following plan into effect is to prove the invaluable spiritual and economic value of a real and sincere art in this country.

(2) Many artists who are competent designers and workmen may become potential assets to industry by bringing to industry a fresh viewpoint gained through independent experience.

(3) To provide for the benefits of the continuance of such initial freedom, it is planned to establish a National Organization of Artists' Workshops. The initial unit would be established in New York City, enjoying the cooperation of existing professional art organizations. Such relationship with professional art organizations should guarantee to the public the integrity of the artists' services.

(4) As a beginning it is proposed to enlist the services of twelve artists representing a broad range in the designing field. It is planned that they shall study current needs and with the collaboration of makers and consumers present a fresh viewpoint in the design and execution of the problems with which they are concerned. Success in this enterprise should have a salutory effect upon industry and the satisfaction of the consumer.

(5) The work done would be exhibited and for sale in a well known department store - the natural museum of the people. Thus from such a maximum audience, a healthy interchange of ideas is made possible and valuable. The Department Store might well gain by becoming an educational channel. Also the sale of such work through a Department Store should insure a fair cost to the public.

(6) Through this the artist defines his own position as a practical worker.

Mr. Savage said the promoters would like to have the endorsement of the Commission of Fine Arts concerning the establishment of artists' workshops. The Commission, however, recalled that by letter of January 23rd to Mrs. Romaine they had endorsed the scheme to interest the people of the United States in color and they regarded the establishment of artists' workshops but a step in furtherance of the project. The Commission regarded the estimate for the paintings reasonable. Miss Meiere was informed accordingly. (Exhibit L)

13. RESOLUTION ON THE DEATH OF CASS GILBERT: The members of the Commission expressed their deep regret on the death of Mr. Cass Gilbert in England, on May 17, 1934, and a resolution was prepared by Mr. Swartwout and Mr. Moore, as follows:

> Mr. Cass Gilbert was one of the seven original members of the Commission of Fine Arts appointed by President Taft on the creation by Congress of this Commission, May 17, 1910. At the expiration of his term of office he was reappointed by President Wilson and served until he resigned, August 1, 1916, owing to the demands of his private practice.
>
> Constant in attendance at the Commission meetings, he brought to the work his large experience, his fine taste, and his devotion

to the highest ideals of architecture during the difficult years when precedents were established and confidence in the Commission was being created with both Congress and the Executive Officers of the Government. During subsequent years he counseled freely with the Commission on matters of importance; and his helpfulness continued throughout his life.

On the other hand, in his execution of public buildings he consulted freely with the Commission; and by his example greatly helped to strengthen the public support won for this body.

He died suddenly at Brockenhurst, England, May 17, 1934, while perhaps the chief work of his life, the building for the Supreme Court of the United States, was nearing completion. The members of the Commission of Fine Arts are deeply sensible of the loss of one highly and widely distinguished among American architects, at the very height of his ability and power. Personally they feel the loss of a friend. They note the coincidence that his death occurred on the twenty-fourth anniversary of the creation of this Commission by Congress.

14. PLANS FOR GREAT ENTRANCE TO ARLINGTON, THE MEMORIAL AVENUE AND COLUMBIA ISLAND PLAZA: The Commission made a trip of inspection to the great entrance at Arlington and noted that before any further paving is done at the Great Entrance some of the existing pavement should be taken out and some of the curbs re-set. The suggestions considered by the Commission were noted on a plan to be drawn up by the office of the National Park Service. The Commission were advised by Mr. Nagle of the National Park Service that the specifications for the white oak trees are now being drawn up. The question was raised whether the trees should be planted this fall and the Bureau of Plant Industry of the Agriculture Department is to be consulted concerning this question.

Mr. Clarke presented a pen and ink sketch embodying the suggestions of the special committee consisting of Mr. Clarke, Mr. Swartwout and Professor Hubbard of the National Capital Park and Planning Commission, appointed to draw up a plan for Columbia Island Plaza. It was suggested that the National

Park Service make a drawing carrying out the scheme as indicated in the sketch, which could be considered by the Commission of Fine Arts at a special meeting in New York on June 2.

15. MURAL FOR DEPARTMENT OF COMMERCE: Under date of May 25, 1934, the following letter was received from Mr. Carl Rakeman, 9109 Connecticut Avenue, Chevy Chase, Maryland:

Dear Sir:

The painting, "Fruit gathering - Southern States", the first of a series intended for the cafeteria of the Commerce Building, may be inspected at Room 22, Corcoran Gallery of Art.

Very truly,
(Signed) Carl Rakeman.

The Commission inspected the painting at the Corcoran Gallery during the afternoon. The painting was given special attention by Mr. Savage, who reported as follows:

June 5, 1934.

Charles Moore, Chairman,
The Commission of Fine Arts,
Washington, D. C.

Dear Mr. Moore:

At the Corcoran Art Gallery with the Commission of Fine Arts on May 28th. we reviewed mural painting sketches and a full sized panel for the cafeteria in the Department of Commerce Building.

It was pointed out some time ago that the sketches submitted for these spaces were deficient from the mural painting standpoint, but it was conceivably possible that the best interpretation of them at full size might be acceptable.

With the painting shown the Commission on the above date however such a possibility has in no way materialized. The painting of the figures is not understood in themselves or in their relation to each other as a composition, with the result that the work is not in keeping with easily available standards of American mural

painting which the public is entitled to see in our most important Government Buildings.

I regret therefor that I cannot see how we can approve of this work.

Very sincerely yours,
(Signed) Eugene Savage.

The Commission approved the report of Mr. Savage and a letter was sent to Mr. Louis Simon. (Exhibit M)

16. ROOSEVELT ISLAND: Mr. Frederick Law Olmsted submitted a copy of a report which he had sent to the Roosevelt Memorial Association on the development of Roosevelt Island. The members of the Commission were furnished copies of the report, (Exhibit N), which is to be considered at a future meeting.

The Commission adjourned at 5:30 p. m.

C O P Y

The Commission of Fine Arts
Washington, D. C.

May 29, 1934.

Dear Mr. Coleman:

The Commission of Fine Arts at their meeting on May 28, 1934, approved the model for the Statue of Gibault presented by Mr. Albin Polasek, sculptor of Chicago. The Commission were much pleased with the model.

The Commission recommend that the statue be executed in granite. Bronze out-of-doors soon becomes black and ineffective.

For the Commission of Fine Arts:

Very truly yours,

(Signed) Charles Moore,

Chairman.

Mr. C. B. Coleman, Executive Secretary,
George Rogers Clark Sesquicentennial
Commission,
State Library and Historical Building,
Indianapolis, Indiana.

EXHIBIT A

C O P Y

May 29, 1934.

Dear Mr. Coppini:

The Commission of Fine Arts at their meeting on May 28, 1934, considered your models for the Texas Independence Centennial 50-cent piece. The models were brought to the particular attention of Mr. Lee Lawrie, sculptor member of the Commission. Mr. Lawrie in general advises that the models for both sides are too fussy in design and should be very much simpler. He makes the following criticisms:

Obverse: Suggest that the lettering be in relief instead of being incised; that the eagle be designed to have dignity and spirit and that the laurel branch have fewer and larger leaves.

Reverse: By far too complicated. Suggest that all the lettering except "Remember the Alamo" on the riband be in relief; that the star be omitted and the elements be limited to a representation of the Alamo building and the overlapping profiles of the two portraits with surrounding circle of lettering of "Texas Independence Centennial, etc."

The Commission approve the criticisms of Mr. Lawrie and it is suggested that you revise your models accordingly. Thereupon they could be brought to the attention of Mr. Lawrie, whose address is 149 East 119th Street, New York City.

The models are being returned to you under separate cover.

For the Commission of Fine Arts:

Very respectfully yours,

(Signed) Charles Moore.

Chairman.

Mr. Pompeo Luigi Coppini,
210 West 14th Street,
New York, N. Y.

EXHIBIT B

C O P Y

May 29, 1934.

Dear Mr. McFarlane:

Enclosed is a copy of the report sent to Mr. Coppini regarding the models for the Texas Independence Centennial 50-cent piece, which were considered by the Commission of Fine Arts at their meeting yesterday. The models have been returned to Mr. Coppini for further attention. It is about as difficult to produce a good model for a coin as it is for a piece of sculpture.

Sincerely yours,

(Signed) Charles Moore,

Chairman.

Hon. W. D. McFarlane,
House of Representatives,
Washington, D. C.

EXHIBIT B-1

STUDIO OF
Sculptor Pompeo Coppini
210 West 14th Street
New York City
Telephone CHelsea 3-5544

May 31 - 1934

Hon. Charles Moore,
Chairman of The Commission of Fine Arts
Navy Department Building
Washington - D.C.

Dear Mr. Moore:

Your letter of the 29th at hand. I am sorry you did not give me the time to explain my conception of the models and the opportunity I have been wishing for to show you my works, as I believe you could have relieved Mr. Lawrie of many of his misapprehensions in regard to the ultimate finishing of the coin by telling him that those were nothing more than sktches primarly intended for the Texas Committee and presented to your Commission after they accepted them on the strenght of my conception.

I told your Secretary before you came in that they were sketches and that the lettering was to be all in relief.

However, I will get in touch with Mr. Lawrie and cooperate with him to reach a final agreement to the satisfaction of your Fine Arts Commission and the Texas Committee.

Very respectfully yours,

Pompeo Coppini

EXHIBIT B-2

C O P Y

May 31, 1934.

My dear Major Gotwals:

Your letter of May 21, regarding the plans of the Pennsylvania Railroad Company for electrification within the District of Columbia received the attention of the Commission of Fine Arts at their meeting on May 28, 1934.

Naturally the Commission of Fine Arts regard the electrification of the Pennsylvania Railroad within the District of Columbia of great importance in the development of the National Capital. It is noted that on the Magruder Branch the plans for the overhead equipment are regarded as satisfactory. The Commission concur in the opinion of the Commissioners of the District of Columbia that the Pennsylvania Railroad Company's transmission line from the Anacostia River through Southeast and Southwest Washington to the Pennsylvania Railroad Bridge and thence to the Potomac Yards should be the third-rail system or some modification of it--not overhead. The Commission look forward to the day when the railroads will find it economical to send through-freight around the District.

For the Commission of Fine Arts:

Very sincerely yours,
(Signed) Charles Moore,
Chairman.

Major John C. Gotwals,
Engineer Commissioner,
District of Columbia,
Washington, D. C.

EXHIBIT C

C O P Y

May 29, 1934.

Dear Mr. Heaton:

The Commission of Fine Arts at their meeting on May 28, 1934, approved the design you submitted for the filling station to be erected at Constitution and Louisiana Avenues and Second Street, N. W.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Charles Moore,

Chairman.

Mr. Arthur B. Heaton,
1211 Connecticut Avenue,
Washington, D. C.

EXHIBIT D

COPY FOR: Mr. Caemmerer.

June 1, 1934.

Mr. Markley Stevenson,
225 South 15th St.,
Philadelphia, Pa.

Dear Markley:-

Mr. Simon appeared at the meeting of the Commission of Fine Arts on Monday and said he had heard from Mr. Caemmerer relative to the Public Health Service Building matter. He had with him, what he called, preliminary sketches prepared by the architects showing the treatment of the grounds. I told Mr. Simon, upon looking at them, that they indicated clearly that the architects had no idea whatever concerning how the planting should be carried out. I informed him that the Commission had approved most satisfactory plans for the treatment of the grounds around this building which were prepared by Wheelwright and Stevenson. I informed him that even though alterations had become necessary in connection with the terrace, that the landscape architect should be re-employed to make proper plans for the treatment of the grounds.

Mr. Simon remembered your previous plans, the fact that they were approved, and recalled that, in his opinion, they were most satisfactory. He promised me that he would look into the matter and let me know through the Fine Arts Commission office just what he would be able to do about it. I told him that I thought it was time that architects of important buildings in Washington realized the value and importance of having landscape architects collaborate with them in the treatment of the grounds, and I also stressed the importance of having a landscape architect brought into the problem at the very beginning in connection with the location of the building or buildings.

I am hopeful that this matter can be worked out satisfactorily to the end that our profession may be recognized as it should be. I am taking the liberty of sending a copy of this letter to Mr. Brinckerhoff, who first called this matter to my attention, and also to Mr. Caemmerer so that he may be able to follow it up if necessary.

Sincerely,

GDC:MVL

GILMORE D. CLARKE.

C O P Y

May 31, 1934.

Dear Sirs:

The Commission of Fine Arts at their meeting on May 28, 1934, approved the inclosed plan of a revised study for widening the south entrance to the William H. Taft Bridge, on Connecticut Avenue.

A minor suggestion as to a curb line is indicated on the print. The Commission of Fine Arts would like to see the plan carried out. The Commission suggest that the two elm trees which are in the central panel that is to be removed be transplanted to some other desirable location.

For the Commission of Fine Arts:

Very truly yours,

(Signed) Charles Moore,

Chairman.

National Capital Park
and Planning Commission,
Washington, D. C.

EXHIBIT F

C O P Y

May 29, 1934.

Dear Dr. Abbot:

The Commission of Fine Arts at their meeting on May 28, 1934, considered the question of relocating the statue of Joseph Henry.

The Commission concur in the suggestion that the statue be relocated immediately north of the main entrance to the Smithsonian Building halfway between the present roadway and the proposed new roadway on the north. However, the statue should face south so as to give it proper lighting.

For the Commission of Fine Arts:

Very sincerely yours,

(Signed) Charles Moore,

Chairman.

Dr. C. G. Abbot, Secretary,
Smithsonian Institution,
Washington, D. C.

EXHIBIT G

C O P Y

June 1, 1934.

Dear Mr. Olmsted:

The Commission of Fine Arts at their meeting on April 23, and May 28, 1934, considered the report which you submitted, dated April 19, 1934, in regard to the general plan for Union Square, together with the prints of the plan. The Commission considered the report and design with interest

The Commission were pleased to note that it is not proposed to extend Second Street through Union Square. It is also understood that Louisiana Avenue will not be extended through Constitution Avenue to Pennsylvania Avenue.

The Commission recognize the serious nature of the problems connected with Union Square. It seemed to the Commission that in your plan the planting is treated too informally. The Commission adverted to the general character of the treatment of the plaza designed by Mr. McKim for Union Square in the Plan of 1901 and feel it would be more appropriate to adhere to it. The Commission agree that the Mall drives should end at Third Street and that the area from Third to First Streets should be treated as the head of the Mall.

The Commission regarded it essential that the streetcar tracks along First Street between Pennsylvania and Maryland Avenues be removed now and that streetcar traffic be diverted from Pennsylvania Avenue south along Independence Avenue, formerly B Street South and thence eastward to Capitol Hill.

The Commission understand that you are having a model of Union Square made on a 1/10-inch scale. This will undoubtedly be helpful in carrying out the project. The Commission felt, however, that it would be desirable to have an approved plan before proceeding too far with the model.

For the Commission of Fine Arts:

Very truly yours,
(Signed) Charles Moore,
Chairman.

Mr. Frederick Law Olmsted,
99 Warren Street,
Brookline, Massachusetts.

EXHIBIT H

C O P Y

May 31, 1934.

Dear Mr. President:

The Commission of Fine Arts have considered various ground plans presented to them at your request for the enlargement of the Executive Offices. Among these plans they preferred one extending the offices to the east, which seemed to them to provide the required space with the maximum of convenience and the minimum of impairment of the White House grounds.

The Commission have been given to understand that after consideration you have decided upon the extension of the offices to the south. Also that you desire the further advice of the Commission as to the architectural treatment of the extension. Such advice, of course, the Commission will be pleased to give as the plans may be presented.

In order to do away with a misapprehension that the Commission have been told exists, they desire to have you understand that in so far as the choice of an architect is concerned, they merely wished to give you to understand that the person whom they took to be agreeable to you gave promise of being able to carry into execution this delicate task. The only thought of the Commission was to give you full cooperation.

For the Commission of Fine Arts:

Respectfully yours,

(Signed) Charles Moore,

Chairman.

The President,
The White House.

EXHIBIT I

THE WHITE HOUSE
WASHINGTON

June 6, 1934.

Dear Mr. Moore:-

I am delighted to approve the suggestion of employing Eric Gugler for advice and part time supervision for the enlargement of the Executive Offices. I do not think he should be employed as the regular architect, as he probably would have to spend only a comparatively small number of days on the work. This I am sure could be arranged on a per diem basis.

I tried a dozen plans to make the extension to the east fit in with the necessary ground floor arrangement but it did not work. That is why it seems absolutely necessary to go back to the plan for extending to the south.

Always sincerely,

Franklin D. Roosevelt

Hon. Charles Moore, Chairman,
The Commission of Fine Arts,
Navy Department Building,
Washington, D. C.

AMENDED BUDGET FOR WORK AT ST. ELIZABETH'S HOSPITAL.

Main hall in Dr. White's building.

Screen by Austin Purves Jr., Vice Pres. Mural Painters Soc., Vice Pres. Architectural League of N. Y. - $2000.00

Screen by Charles Prendergast - - - - - - - - - - - - - - - 2500.00

Decorative painting in Dr. White's office by Eugene G. Steinhof, Director Dept. of design, Beaux Arts Studio of Design - - - - - - - - - - - - - - 1000.00

Chapel.

Murals based on rate of $15.00 square foot, approximately - 5000.00
By mural painters selected by Mural Painters Society.
Miss BIANCA TODD vice pres of art Students League
Mr Fred Ross- Mural Painter - her collaborator.

New Womens Receiving Hospital.

Two murals based on rate of $15.00 square foot, approx. - 5000.00
By mural painters selected by Mural Painters Society.

Theatre.

Four Murals by Putnam Brinley - - - - - - - - - - - - - - - 6000.00

Plain painted screens, decorative banding in halls in Womens Receiving Hospital and two adjoining buildings - 2500.00

Services of Mrs. Romaine, color chemist for mixing paints, practical supervising worker - - - - - - - - - - - - - - 1000.00
ad weekly service of

$25,000.00

EXHIBIT K

C O P Y

May 29, 1934.

Dear Miss Meiere:

I am pleased to inform you that your letter of May 15, was considered at the meeting of the Commission of Fine Arts yesterday.

The Commission pointed out that they had generally endorsed the project to interest the people of the United States in color by letter addressed to Mrs. Romaine on January 23rd and they had nothing further to add. The question of establishing artists' workshops was regarded a detail in furtherance of the project.

It was understood that Dr. White would take up the question of securing the necessary funds for paintings in St. Elizabeth Hospital with the Public Works Administration. The estimate submitted of $25,000 is reasonable.

Sincerely yours,

(Signed) H. P. Caemmerer,

Secretary.

Miss Hildreth Meiere,
115 East 40th Street,
New York, N. Y.

EXHIBIT L

COPY

June 7, 1934.

Dear Mr. Simon:

In a letter addressed to the Commission of Fine Arts, dated May 25, 1934, from Mr. Carl Rakeman, 9109 Connecticut Avenue, Chevy Chase, Maryland, he stated that the painting, "Fruit Gathering--Southern States", the first of a series intended for the cafeteria of the Commerce Building, might be inspected at Room 22, Corcoran Gallery of Art.

As the Commission of Fine Arts was meeting in Washington on May 28, it was accordingly arranged to inspect the painting. The Commission recalled that when Mr. Rakeman submitted his preliminary sketch some time ago it was suggested that he be authorized to make an enlargement for inspection by the Commission. The painting was brought to the particular attention of Mr. Eugene F. Savage, painter member of the Commission of Fine Arts, who disapproved the painting in the following statement:

> "At the Corcoran Art Gallery with the Commission of Fine Arts on May 28th we reviewed mural painting sketches and a full sized panel for the cafeteria in the Department of Commerce Building.
>
> "It was pointed out some time ago that the sketches submitted for these spaces were deficient from the mural painting standpoint, but it was conceivably possible that the best interpretation of them at full size might be acceptable.
>
> "With the painting shown the Commission on the above date however such a possibility has in no way materialized. The painting of the figures is not understood in themselves or in their relation to each other as a composition, with the result that the work is not in keeping with easily available standards of American mural painting which the public is entitled to see in our most important Government Buildings.
>
> "I regret therefor that I cannot see how we can approve of this work."

The Commission of Fine Arts unanimously concur in the criticisms made by Mr. Savage and disapprove the painting.

For the Commission of Fine Arts:

Very truly yours,
(Signed) Charles Moore,
Chairman.

Mr. Louis A. Simon,
Supervising Architect,
Treasury Department,
Washington, D. C.

EXHIBIT M

OLMSTED BROTHERS
LANDSCAPE ARCHITECTS
BROOKLINE·MASSACHUSETTS

FREDERICK LAW OLMSTED
JAMES FREDERICK DAWSON
PERCIVAL GALLAGHER
EDWARD CLARK WHITING
HENRY VINCENT HUBBARD

May 24, 1934

Commission of Fine Arts,
Department of the Interior Building,
Washington, D. C.

Dear Sirs:

I submit for your information a copy of a progress report in regard to the plans for Roosevelt Island recently prepared in response to an emergency request from Mr. Hagedorn of the Roosevelt Memorial Association together with the explanatory letter of transmittal to him.

Mr. Pope and I would appreciate any comments or suggestions that the Commission or any members of it may feel inclined to make on examining the report.

A copy of the report is also being sent to the National Capital Park and Planning Commission, to Mr. Cammerer, and to Mr. Finnan.

Very truly yours,
F. L. Olmsted
EEP

copied from Mr. Olmsted's manuscript and signed in his absence.

Enclosures--
copy of letter to Mr. Hagedorn, 5/16/34
draft of preliminary report
on development of Roosevelt Island

EXHIBIT N

For the Information of the
Commission of Fine Arts

COPY

FROM THE OFFICE OF OLMSTED BROTHERS

Written in Washington, D. C.
May 15, 1934
Typed in Brookline, Mass.,
May 16, 1934

Mr. Hermann Hagedorn, Director,
Roosevelt Memorial Association, Inc.,
28 East 20th Street,
New York, N. Y.

Dear Mr. Hagedorn:

When you told me yesterday that the Executive Committee of the Association was to meet on Friday for the last time until next autumn, and asked if I could present a statement about the plans for Roosevelt Island in time for that meeting, I told you I had with me an unfinished draft of a preliminary general report which I had intended to discuss with Mr. Pope with a view to submission in the near future.

In order to meet your request I have hastily finished the draft, and am mailing it to my office to be typed and forwarded with this letter, without waiting to discuss it with Mr. Pope or even having had opportunity to proof-read it.

I intended to accompany the draft with some explanatory, though still rather diagrammatic plans, which time does not permit sending with the draft. A print of the topographic map, however, will help to make some parts of the report clearer.

Sincerely yours,

Signed: Frederick Law Olmsted

Enclosures---
Draft of pre-
liminary report
Print 2843 A. I. 429

Copied from Mr. Olmsted's

DRAFT OF PRELIMINARY REPORT
UPON A PLAN FOR THE PERMANENT
DEVELOPMENT OF ROOSEVELT ISLAND.

For submission by Frederick Law Olmsted and John Russell Pope
May 16, 1934

The principal elements of a general plan for the permanent development of Roosevelt Island, as they have taken form in our minds through study of the Island and its surroundings and many conferences, are as follows:

1. Covering most of the Island, and constituting its dominant landscape feature, there should be developed steadily and progressively through the years and centuries to come a real forest closely similar in character to the natural primaeval forests which once covered this and others of the Potomac islands.

The primaeval forests native to this part of America — "climax forests" the ecologists call them as representing a condition of enduring stability and unity of character reached through a long process of evolutionary change and thereafter remaining, for centuries without number, essentially unaltered through all changes of detail — had also an esthetic unity and nobility and enduring permanence of beautiful qualities that made them one of nature's most inspiring and enduring masterpieces, comparable only with the very greatest of the works of art produced by man.

With skilful yet entirely self-subordinating and humble-minded aid from man, nature can be induced to recreate, here on its native site, with almost equal perfection, the very sort of climax forest full of enduring and noble dignity and unity of character in combination with immense variety and richness of beautiful detail, and to do so within a span of years far shorter than unaided nature would require to again evolve the veritably primeval forest stripped away by man.

Any one who has walked through the venerable forest of Het Bosch at the Hague in Holland, and has wonderingly learned that this seemingly primeval woodland was planted on bare ground but little more than two centuries ago will appreciate the possibilities.

It is clear to us that no other aim in respect to the landscape quality of the Island in the years to come could give so great assurance of unity and enduring stability in the esthetic qualities of the Island as a memorial, or would be so appropriate for commemorating the personality and the interests of the man Theodore Roosevelt.

The Island has today noble forest remnants, especially along its western side, strongly suggestive of the desired character. On most of it the old clearings have been overspread by a second-growth of smaller trees which, although very different in its composition and present character from a primaeval forest, at least provides a sylvan character of sorts to start with. Under persistent, well-directed management, by the addition of young plants of the species that it lacks and the gradual weeding out of existing trees of kinds that are undesirable or overabundant, the present woodland can be slowly and gradually developed, without any sudden and conspicuous change, into as noble a forest as the first white settlers found here.

2. At the southern end of the Island beginning just south of the ruins which mark the highest ground, the superb views obtainable from the ridge of the Island across the river toward the Lincoln Memorial, and the views downstream toward the Memorial Bridge and beyond are the controlling landscape considerations. Therefore this area, which except along the western edge happens to have been almost denuded of good trees by fire, should be treated mainly in open turf and other low growth, with only such few trees as would definitely enhance the effect of these views: frankly contrasting with the forest-cover of the rest of the Island.

Near the outlook-point where one coming southward through the forest on the ridge would emerge upon the open land and upon these striking views, and where one going northward from the open land would plunge into the shadow of the forest, is the most appropriate place for a commemorative inscription dedicating the Island and its forest as a memorial to Theodore Roosevelt.

3. And if it should be decided to erect upon the Island any monumental structure of more imposing proportions than such a simple dedicatory inscription, unquestionably the best location for it would be in this vicinity upon the northerly and higher part of the open space against the background of forest. Every general consideration of design points to this conclusion, both in respect to the visual relation of such a memorial to the other great monumental structures in the neighborhood of the Island and in respect to the relation of the site to the rest of the Island.

It is a fortuitous but happy coincidence that this optimum site for any possible future monumental structure lies within an area which ought to be kept free from trees quite regardless of any possibility of erecting such a structure; because in such an open area any reshaping of the form of the ground which might prove desirable to adapt it happily to a memorial structure of which the possible design and size is wholly indeterminate, except for the ruling out of certain forms as inadmissible, would always remain feasible without sacrifice of well established trees.

4. Convenient access to the Island for the public is of course essential. But it is equally essential to the dignity and effectiveness of an island forest such as is proposed that as far as possible there be emphasis upon the quality of isolation or seclusion proper alike to a forest and to a memorial island. It is clear that it should never be traversed by a through road for automobiles, which would reduce it to a mere incident in the borders of such a road. Indeed it is desirable to keep it wholly free from the noise and hurry of automobile traffic and from the many incongruous elements which would inevitably accompany resort to the island in automobiles by the general public. For the essential qualities of a perfected island forest are such as can be fully appreciated and enjoyed only by those who move through it somewhat slowly and at leisure, as on foot or on horseback, free from the disturbing conditions of motor traffic. We are convinced, therefore, that access to the Island by bridge should be definitely barred to general automobile traffic, although provision must be made for the occasional admission of service vehicles to the paths of the Island.

In order to provide ready access for pedestrians and horseback riders it seems important that narrow bridges, essentially like foot-bridges in appearance, should connect the northern and southern ends of the Island with the Virginia shore near Key Bridge and with Columbia Island near the Memorial Bridge, with provision for the parking of cars near the bridgeheads on the mainland side. A single bridge from the Virginia shore near the middle of the Island might be less costly, but besides being distinctly less agreeable from a landscape standpoint, would be less convenient for access either from the Key Bridge or from the Memorial Bridge and would lose one great advantage of the two-bridge plan, namely that pedestrians and horseback riders going up or down the river could habitually go by way of the Island without greatly lengthening their course or returning on their tracks. It is just as desirable to make it easy and inviting for pedestrians and riders to traverse the Island on their way to somewhere else as it is to make it easy and inviting for automobilists to leave their cars at a bridgehead and visit the island forest afoot.

Certain peculiar conditions affect the design of the bridges and these will be discussed in another section.

In addition to access by the two narrow bridges as proposed, it is desirable to provide several convenient landing places for small boats. The most important of these would be in a little harbor or basin between the southern end of the main Island and the islets south of it, to be formed by enlarging and deepening the present cross-channel, leaving outlets much as at present both to the Potomac and to Little River.

If it should be found practicable, as it well may be, it would be an interesting feature for the Park Administration to bring about the establishment of a motor-launch ferry-service running on a regular schedule and at small rates of fare, from the Watergate Steps at the Lincoln Memorial, touching at the southern landing of Roosevelt Island, running up through Little River with a stop at the northern end of the Island, touching at Georgetown near the Key Bridge and returning either directly from there or after an excursion further up the river.

5. The main lines of circulation within the Island in general almost define themselves. They would go: (a) near the western shore from bridgehead to bridgehead with outlooks on Little River, (b) near the southern, eastern and northern shores from bridgehead to bridgehead with outlooks on the Potomac and across

to the Lincoln Memorial, (c) either by one path or a somewhat separated but interconnected pair of paths from near the southern bridgehead up the slope to the best outlook point and thence through the ridge forest to the northern bridgehead, with a connection northeastward into the eastern shore path.

6. The peculiar conditions in regard to bridges across Little River are these:

(a) In order to secure as much current-scour as practicable in the main channel the War Department expects always to maintain a barrier across the upper end of Little River, near where the northern bridge is needed. The top of this barrier will be, as now, just above water when the river is not in flood, with only a narrow open channel for the passage of small boats.

(b) At times when the river is in flood, in order to relieve the flood level in the main channel, as much water as possible must be permitted to flow over the top of this barrier and down Little River into the Potomac between the southern end of Roosevelt Island and Columbia Island. In times of great floods the water in Little River as well as in the Potomac will rise many feet above ordinary levels, the adjacent low shores will be flooded among the trees, and the current in the wide channel of Little River between these trees will be swift. The least practicable obstruction to this current by any bridge structures is desirable from an engineering standpoint, and with driftwood coming down the river in heavy floods the risk that it may collect and jam on any bridge structures across Little River must be minimized, not only because of danger to the structures but primarily because of impeding the flow there and consequently increasing the flood height on the Washington side. The War Department Engineers believe, therefore, that any permanent bridges across Little River should be built with the under side of their spans so high above ordinary water as to clear safely the maximum possible flood levels (and by the same token look surprisingly and imposingly high above ordinary water level for a narrow structure of a foot-bridge type) with relatively

long spans and relatively slim piers. At the northerly bridge location it may be practicable to design and build a bridge meeting the desires of the War Department without a seriously unsatisfactory effect in the landscape, although we should much prefer the appearance of a lower bridge even at that point. But to construct a permanent bridge under such requirements at the southern end of the Island would bring it squarely into comparison, if not into competition, with the Memorial Bridge, and at the same time would make it so ponderous and so high above the water in relation both to its limited width and to the relatively low and largely grassy southern end of the Island as to produce a wholly unsatisfactory appearance.

A footbridge to the Island, at this place especially, ought to be a simple, unassertive, modest-looking affair, although it must necessarily be rather long because of the clear width of channel which the War Department wants to keep open for flood-relief.

Under the circumstances we emphatically favor the use here of a pontoon foot-bridge with its deck raised but little above the water level and capable of being detached on warning of great floods and moored to the bank. The War Department Engineers approve of the practicability of such a bridge for this situation, and we are certain that it could be made to fit its place in the landscape far more agreeably than any fixed structure that would meet the approval of the War Department, besides costing much less to build.

It is at least questionable whether even at the northern end of the island a similar bridge will not offer the best solution, the chief argument against it being that on the occasion of great floods the Island would be inaccessible by any bridge.

Of course the details of the bridge problem need much further study, in consultation with the War Department Engineers, before a final decision can be reached. But the above sufficiently explains the problem for the present, and indicates our strong conviction that the bridges should be simple, unpretentious, incidental structures quite devoid of monumental character

even though necessarily of considerable length. The Island and its forest are the great things; great in quality, though simple in kind and far from vast in size. To make the approach over long bridges at all approaching the monumental in character would be wholly wrong in emphasis.

7. With one exception to be noted later, very little change in the natural surface of the ground on the Island is desirable, beyond the smoothing out of some minor scars resulting from former human uses, such as traces of an old race-track, of quarrying operations, of old roads and the like. These relics of past occupancy and also the mildly picturesque ruins of the old house have a certain kind of interest from the point of view of local history; but so far as we are yet informed there is no historic interest or sentiment attaching to any of them of sufficient importance to make their obliteration a seriously objectionable matter. And certainly to make a definite point of preserving them would tend to associate the Island with sentiments more or less competitive with its primary memorial sentiment and with the general conception of approximating the landscape of the woodlands to that of a natural primaeval forest. It would seem best, therefore, to take down the upstanding parts of the ruins and to obliterate or obscure most of the other traces of former human occupancy. Similarly the few conspicuously exotic and "gardenesque" trees such as Catalpas and Paulownias ought to be weeded out, as long-lived native forest trees are grown to take their places.

But there are two plain evidences of former human occupation which are so agreeable in themselves and relatively so unassertive that they should be preserved rather than removed; namely the scattered areas of evergreen ground-cover of Periwinkle and English Ivy, the latter also climbing into some of the trees.

8. In quite another class is the Japanese Honeysuckle which has run wild over much of the woodland. Apart from any opinion as to its appearance this is a pernicious and dangerous weed in a woodland; clambering up with great rapidity on all young trees within its reach,

strangling, suffocating and killing many of them, and making it impracticable without indefinitely continuing and very costly labor, to grow young forest trees of permanently desirable kinds in areas where this pest is firmly established. The first step toward the development of the ultimate climax forest is therefore the very laborious and temporarily denuding one of grubbing out and burning up the honeysuckle roots wherever these plants are conspicuously visible; repeating the process until the weed is, if not wholly eliminated, at least so far reduced that it can be kept well under control by systematic inspection and a very little labor.

Part of the price of getting the honeysuckle under control will be the killing of some wholly desirable native woodland ground-cover; but this will in the main come back of itself, and if it is too slow in doing so, as to some of the kinds, can be artificially accelerated when the worst of the weeds are under control and a good forest canopy is established.

This weeding work and the removal of deadwood and fire risk are now under way.

9. The one notable exception to the general rule that the present natural surface of the ground should not be altered by grading is presented by the low and more or less marshy land east of the well-defined steep declivity which marks the former eastern shore line of the rock-ribbed Island. This low land is of course a rather recent river deposit, laid down, as the contours of the topographic map clearly suggest, first in the form of a curving bar or spit along the westerly or inner and slow side of the main river current as deflected past the northern end of the original rocky island. After such a spit builds up to the ordinary water level of the river, with a dead-water bay behind it, and vegetation begins to grow on the spit, further accretion on the high part of the spit next the river occurs only when floods overflow it into the dead-water bay behind, the deposits along the river margin become coarser in grain and sandier, and the surface characteristically slopes downward from the river bank into the muddier and lower and more frequently inundated deposits between the spit and the main island. The sandier and slightly higher ground gradually overspreads

and builds up the muddy inner part, while the edge next the river keeps gaining slowly in height. Trees spread inward as the ground builds above the ordinary water level and displace the open, reedy mud-marsh. The latter is a rather rapidly vanishing element of the landscape. The tree-clad margin next the river, high enough to grow good trees, and now very pleasant to walk on when the river is not in flood and weather conditions have dried the surface, is steadily encroaching on this inner treeless marsh; and if nature were allowed to take its course all or most of the open marsh would become, probably within one or two generations of man, a young forest, though still on very low wet ground, like the wettest part of the present woods between the higher river border and the open marsh.

Thus the open reedy marsh, pretty as it is at times, especially when the yellow flag is blooming, can not be retained as a permanent landscape feature of the Island. The Potomac River will certainly fill it up and convert it into a forest of sorts before many years are gone unless man hastens the filling. Under the natural process of filling and forestation a period of several generations is likely to elapse after the trees become established as a flood-plain forest before the ground builds up so high that it will not be flooded many times a year and be more or less wet and swampy a great deal of the remaining time.

We believe, therefore, that the relatively slow but inexorable natural evolution of this area should be hastened or short-circuited by artificial means; that the wide stretch of low and marshy ground, except where, near the river, it has already evolved so far as to bear a forest of some maturity and impressiveness, should be filled by pump-dredging — not so high as to be free from flooding at all stages of the river but to a respectable flood-plain level, reasonably dry and usable and enjoyable by the public except for the few days in ordinary years when considerable freshets occur — and that it should be thereupon planted with typical Potomac flood-plain forest trees, except for seeding to grass that southern end of it across which the views from and toward the island's outlook-ridge must pass.

The precise outline of this desirable filling in the marshy area and its precise contours yet remain to be determined. They are involved with troublesome problems of drainage for the lower parts of the remaining portion of the lowland, on which there is now a forest of sufficient landscape value to make it inexpedient to fill (and thus sacrifice the existing trees) before new woods are well grown on the now less wooded part which would first be filled upon.

The principle involved in the proposed procedure seems to us clearly sound, and unless unexpected objections are encountered the next step is to work out a somewhat detailed plan for approval.

10. A very perplexing detail of much potential influence for good or for bad upon the ultimate landscape character of the island shore, concerns the treatment of the banks below ordinary high tide level.

These margins, below the level at which land vegetation will grow, are in part rocky; and here, although the rocks are in general somewhat unpleasantly painted with mud when exposed by the receding tide, there is no serious problem.

Elsewhere the receding tide exposes a generally bare and gently-sloping mud-flat, on which the unsightly flotsam rubbish of a river near a city tends to settle untidily on the surface of the slime. In spots otherwise favorable, as where the mud has built up higher, rushes or sedges and other aquatic plants get foothold and produce a marshy margin between the firm and forested ground and the bare mud-flat slope. This latter condition is sometimes not unpicturesque; but it is practically ill-adapted for a public park, because of temptation to the venturesome part of the public to try to walk on it. These margins of tidal mud-flat and marsh, which tend steadily to increase in extent with the interminable depositing of mud by the river, are distinctly unpleasant accompaniments of the otherwise lovely views across the rivers from a pathway under the shore trees. They can not be reclaimed by wholesale filling and by extension of the forest to the new shore line; because to do so would encroach upon the space required for the unobstructed discharge of the greater floods. The only practicable plan for overcoming the objectionable conditions is to

dredge out the flats to below low-water mark and repeat this operation at long intervals of time, which is the plan adopted for the Potomac Park fore-shore.

But to build a stiff and rigid wall, as at Potomac Park, around all the shores of Roosevelt Island except where native rock outcrops from the shore line, would be distressingly out of character with the picturesque and irregular naturalness of the forest margin. In general terms, the best plan will be to use irregular rocks of relatively large size such as are obtainable by barge from the wide, rocky flood-plain area above Key Bridge, somewhat simulating an irregular natural rocky shore. Yet precise plans and specifications for such treatment on which wholesale contracts could be let with any reasonable confidence of producing results both esthetically and practically satisfactory without wasteful expenditure under the peculiar conditions here present cannot be prepared except on the basis of a considerable amount of preliminary experimentation with alternative methods on short pieces of shore.

There is no good reason why time should not be taken, and <u>used</u>, for such experimental work on shore treatment during a period of several years after funds are available for the improvement of the surface of the island under a permanent general plan, especially for those parts of the development of the island which after their installation will gain steadily in value with every year at a high rate of interest on the cost, chiefly the needful forest plantations and the work preparatory to them such as is now under way.

11. A definite forest-management plan for the Island, including, of course, a plan for forest plantations, is the next important step. We have thought a good deal about it but have as yet avoided attempts at precise definition, partly because it is always well to digest such matters very carefully and slowly before defining details with precision, but largely because of the great difficulty of studying local opportunities for different kinds of forest treatment while so much of the land is thickly encumbered with tangled weed-growths of honeysuckle, brambles, etc.

We propose to develop such plans as the clearing process, which has only just begun, opens the area more readily to detailed study on the ground. We can therefore say little more at present about the forest plans than the statement with which we began this report: that they should be directed toward the progressive development of a forest essentially similar to the natural primaeval forest of the Potomac Islands. This was a forest of great variety and richness as well as of great majesty. Among the predominant trees of large size belonging to it are the Tulip-poplars, several kinds of Oaks, both of the White Oak and of the Black Oak group, Plane-trees, River Birches, Sweet Gums and Maples, Ash trees, Hickories and Elms. The list of large broad-leaved trees may be stretched to include the evergreen Magnolia; and in addition to a great variety of interesting trees of secondary importance (such as Sassafras and Persimmons, Locusts Dogwoods and Redbuds), a good many evergreen conifers not only the Pines common to the surrounding region and the Red Cedars, but other Pines and Hemlocks more generally associated with the mountains to the westward but frequently migrating down the river, are important parts of such a Potomac Island forest.